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THE EXPEDITION IN SEARCH FOR SIR JOHN FRANKLIN.

As is well known, the last expedition sent out in search of Sir John Franklin and his party, under command of Captain McClintock, returned to England in September last, having been entirely successful in verifying the correctness of Dr. Rae's discoveries, and in obtaining such additional information as has completely cleared up the fate of Sir John Franklin's expedition. The narrative of Captain McClintock which is subjoined, recites in a brief, but expressive manner, the history of his expedition which has so long engaged the attention and sympathy of the civilized world:

CAPTAIN M'CLINTOCK'S NARRATIVE.

It will be remembered that the *Fox* effected her escape out of the main pack in Davis' Straits, in lat. $63\frac{1}{2}^{\circ}$ N., on the 25th of April, 1858, after a winter's ice drift of 1,194 geographical miles. The small settlement of Holsteinborg was reached on the 28th, and such very scanty supplies obtained as the place afforded.

On the 8th of May our voyage was recommenced; Godhaven and Upernavik visited, Melville Bay entered early in June, and crossed to Cape York by the 26th; here some natives were communicated with; they immediately recognized Mr. Petersen, our interpreter, formerly known to them in the Grinnell expedition, under Dr. Kane.

It was not until the 27th of July that we reached Pond's Inlet, owing to a most unusual prevalence of ice in the northern portion of Baffin's Bay, and which rendered our progress since leaving Holsteinborg one of increasing struggle. Without steam power we could have done nothing. Here only one old woman and a boy were found, but they served to pilot us up the inlet for 25 miles, when we arrived at their village. For about a week we were in constant and most interesting communication with these friendly people. Briefly, the information obtained from them was, that nothing whatever respecting the Franklin expedition had come to their knowledge, nor had any wrecks within the last 20 or 30 years reached their shores.

Leaving Pond's Inlet on the 6th of August we reached Beechy Island on the 11th, and landed a handsome marble tablet, sent on board for this purpose by Lady Franklin, bearing an appropriate inscription to the memory of our lost countrymen in the *Erebus* and *Terror*. The provisions and stores seemed in perfect order, but a small boat was much damaged from having been turned over and rolled along the beach by a storm. The roof of the house received some necessary repairs. Having embarked some coals and stores we stood in need of, and touched at Cape Hotham on the 16th, we sailed down Peel Strait for twenty-five miles on the 17th, but finding the remainder of this channel covered with unbroken ice, I determined to make

for Bellot Strait on the 19th August; examined into supplies remaining at Port Leopold, and left there a whale boat which we brought away from Capa Hotham for the purpose, so as to aid in our retreat should we be obliged eventually to abandon the *Fox*. The steam launch had been forced higher up on the beach, and somewhat damaged by the ice. Prince Regent's Inlet was unusually free from ice; but very little was seen during our run down to Brentford Bay, which we reached on the 20th of August. Bellot Strait, which communicates with the Western Sea, averages one mile in width by 17 or 18 miles in length. At this time it was filled with drift ice, but as the season advanced became perfectly clear; its shores are in many places faced with lofty granite cliffs, and some of the adjacent hills rise 1,600 feet; the tides are very strong, running six or seven knots at the springs. On the 6th September we passed through Bellot Strait without obstruction, and secured the ship to fixed ice across its western outlet. From here, until the 27th, when I deemed it necessary to retreat into winter quarters, we constantly watched the movements of the ice in the western sea or channel. In mid-channel it was broken up and drifting about; gradually the proportion of water increased, until at length the ice which intervened was reduced to three or four miles in width. But this was firmly held fast by numerous islets, and withstood the violence of the autumn gales. It was tantalizing beyond description thus to watch from day to day the free water we could not reach, and which washed the rocky shore a few miles to the southward of us?

The winter was unusually cold and stormy. Arrangements were completed during the winter for carrying out our intended plan of search. I felt it to be my duty personally to visit Marshal Island, and in so doing, purposed to complete the circuit of King William's Island.

To Lieut. Hobson I allotted the search of the western shore of Boothia to the magnetic pole, and from Gateshead Island westward to Wynniatt's furthest. Capt. Allen Young, our sailing

master, was to trace the shore of Prince of Wales' Land, from Lieut. Browne's furthest, and also to examine the coast from Bellot Strait northward, to Sir James Ross' furthest.

Early spring journeys were commenced on the 17th of Feb., 1859, by Capt. Young and myself, Capt. Young carrying his depot across to Prince of Wales' Land, while I went southward, towards the magnetic pole, in the hope of communicating with the Esquimaux, and obtaining such information as might lead us at once to the object of our search.

I was accompanied by Mr. Petersen, our interpreter, and Alex. Thompson, quartermaster. We had with us two sledges, drawn by dogs. On the 28th of February, when near Cape Victoria, we had the good fortune to meet a small party of natives, and were subsequently visited by about 45 individuals.

For four days we remained in communication with them, obtaining many relics, and the information that several years ago a ship was crushed by the ice off the north shore, off King William's Island, but that all her people landed safely, and went away to the Great Fish River, where they died. This tribe was well supplied with wood obtained, they said, from a boat left by the white men on the Great River.

We reached our vessel after 25 days' absence, in good health, but somewhat reduced by sharp marching and the unusually severe weather to which we had been exposed. For several days after starting, the mercury continued frozen.

On the 2d of April our long-projected spring journeys were commenced; Lieut. Hobson accompanied me as far as Cape Victoria, each of us had a single sledge drawn by four men, and an auxiliary sledge drawn by six dogs. This was all the force we could muster.

Before separating we saw two Esquimaux families living out upon the ice in snow huts; from them we learned that a second ship had been seen off King William's Island, and that she drifted ashore on the fall of the same year. From this ship they had obtained a vast deal of wood and iron.

I now gave Lieut. Hobson directions to search

for the wreck, and to follow up any traces he might find upon King William's Island.

Accompanied by my own party and Mr. Petersen, I marched along the east shore of King William's Island, occasionally passing deserted snow huts, but without meeting natives till the 8th of May, when off Cape Norton we arrived at a snow village containing about thirty inhabitants. They gathered about us without the slightest appearance of fear or shyness, although none had ever seen living white people before. They were most willing to communicate all their knowledge and barter all their goods, but would have stolen everything had they not been very closely watched. Many more relics of our countrymen were obtained; we could not carry away all we might have purchased. They pointed to the inlet we had crossed the day before, and told us that one day's march up it, and thence four days overland, brought them to the wreck.

None of these people had been there since 1857-8, at which time they said but little remained, their countrymen having carried away everything.

Most of our information was received from an intelligent old woman; she said it was in the fall of the year that the ship was forced ashore; many of the white men dropped by the way as they went towards the Great Fish River; but this was only known to them in the winter following, when their bodies were discovered.

They all assured us that we would find natives upon the south shore, at the Great River, and some few at the wreck; but unfortunately this was not the case. Only one family were met off Point Booth, and none at Montreal Island or any place subsequently visited.

Point Ogle, Montreal Island, and Barrow Island were searched without finding anything, except a few scraps of copper and iron in an Esquimaux hiding-place.

Recrossing the Strait to King William's Island, we continued the examination of the southern shore without success until the 24th of May, when about ten miles eastward of Cape Herschel, a bleached skeleton was found, around

which lay fragments of European clothing. Upon carefully removing the snow a small pocket-book was found, containing a few letters. These, although much decayed, may yet be deciphered. Judging from the remains of his dress, this unfortunate young man was a steward or officer's servant, and his position exactly verified the Esquimaux's assertion, that they dropped as they walked along.

On reaching Cape Herschel next day, he examined Simpson's Cairn, or rather what remains of it, which is only four feet high, and the central stones have been removed, as if by men seeking something within it. My impression at the time, and which I still retain, is that records were deposited there by the retreating crews, and subsequently removed by the natives.

After parting from me at Cape Victoria on the 28th of April, Lieut. Hobson made for Cape Felix. At a short distance westward of it he found a very large cairn, and close to it three small tents, with blankets, oil clothes, and other relics of a shooting or a magnetic station; but although the cairn was dug under, and a trench dug all round it at a distance of 10 feet, no record was discovered. A piece of blank paper folded up was found in the cairn, and two broken bottles, which may, perhaps, have contained records, lay beside it among some stones which had fallen from the top. The most interesting of the articles discovered here, including a boat's ensign, were brought away by Mr. Hobson. About two miles further to the southwest a small cairn was found, but neither records or relics obtained. About three miles north of Point Victory a second small cairn was examined, but only a broken pick-axe and empty canister found.

On the 6th of May, Lieut. Hobson pitched his tent beside a large cairn upon Mount Victory. Lying among some loose stones which had fallen from the top of this cairn, we found a small tin case containing a record, the substance of which is briefly as follows: "This cairn was built by the Franklin Expedition, upon the assumed site of Sir James Ross' pillar, which

had not been found. The *Erebus* and *Terror* spent their first winter at Beechy Island, after having ascended Wellington Channel to 72° N., and returned by the west side of Cornwallis Island. On the 12th of September, 1846, they were beset in lat. 80° 05' N., and long. 98° 23' W. Sir J. Franklin died on the 11th of June, 1847. On the 22d of April, 1848, the ships were abandoned five leagues to the N.N.W. of Point Victory, and the survivors, 105 in number, landed here under the command of Capt. Crozier." This paper was dated April 25, 1848, and upon the following day they intended to start for the Great Fish River. The total loss by deaths in the expedition up to this date was nine officers and fifteen men. A vast quantity of clothing and stores of all sorts lay strewed about, as if here every article was thrown away which could possibly be dispensed with; pick-axes, shovels, boats, cooking utensils, ironwork, rope, blocks, canvas, a dip circle, a sextant, engraved "Frederic Hornby, R. N.," a medicine chest, oars, etc.

A few miles southward, across Back Bay, a second record was found, having been deposited by Lieut. Gore and M. des Vœux in May, 1847. It afforded no additional information.

Lieut. Hobson continued his search until within a few days' march of Cape Herschell, without finding any trace of the wreck or of natives. He left full information of his important discoveries for me; therefore, when returning northward by the west shore of King William's Island, I had the advantage of knowing what had already been found.

Soon after leaving Cape Herschell the traces of natives became less numerous and less recent, and after rounding the west point of the island they ceased altogether. This shore is extremely low, and almost utterly destitute of vegetation. Numerous banks of shingle and low islets lie off it, and beyond these Victoria Strait is covered with heavy and impenetrable packed ice.

When in lat. 69° 09' N., and long. 99° 27' W., we came to a large boat, discovered by Lieut. Hobson a few days previously, as his no-

tice informed me. It appears that this boat had been intended for the ascent of the Fish River, but was abandoned apparently upon a return journey to the ships, the sledge upon which she was mounted being pointed in that direction. She measured 28 feet in length, by 7½ feet wide, was most carefully fitted, and made as light as possible, but the sledge was of solid oak, and almost as heavy as the boat.

A large quantity of clothing was found within her, also two human skeletons. One of these lay in the after part of the boat, under a pile of clothing; the other, which was much more disturbed, probably by animals, was found in the bow. Five pocket watches, a quantity of silver spoons and forks, and a few religious books, were also found, but no journals, pocket-books, or even names upon any articles of clothing. Two double-barrelled guns stood upright against the boat's side precisely as they had been placed eleven years before. One barrel in each was loaded and cocked; there was ammunition in abundance, also thirty pounds or forty pounds of chocolate, some tea and tobacco. Fuel was not wanting; a drift tree lay within one hundred yards of the boat.

Many very interesting relics were brought away by Lieutenant Hobson, and some few by myself. On the 5th of June I, reached Point Victory without having found anything further. The clothing, etc., was again examined for documents, note-books, etc., without success, a record placed in the cairn, and another buried 10 feet true north of it.

Nothing worthy of remark occurred upon my return journey to the ship, which we reached on the 19th of June, five days after Lieutenant Hobson.

The shore of King William's Island, between its north and west extremes, Capes Felix and Crozier, has not been visited by Esquimaux since the abandonment of the *Erebus* and *Terror*, as the cairns and articles lying strewed about, which are in their eyes of priceless value, remain untouched.

If the wreck still remains visible, it is probable she lies upon some of the off-lying islets

to the southward between Capes Crozier and Herschel.

On June 28, Captain Young and his party returned, having completed their portion of the search, by which the insularity of Prince of Wales' Land was determined, and the coast line intervening between the extreme points reached by Lieutenants Osborne and Browne discovered; also between Bellot Strait and Sir James Ross' furthest in 1849, at Four River Bay.

Fearing that his provisions might not last out the requisite period, Captain Young sent back four of his men, and for 40 days journeyed on through fogs and gales with but one man and the dogs, building a snow hut each night; but few men could stand so long a continuance of labor and privation, and its effect upon Capt. Young was painfully evident.

Lieutenant Hobson was unable to stand without assistance, upon his return on board; he was not in good health when he commenced his long journey, and the sudden severe exposure brought on a severe attack of scurvy, yet he most nobly completed his work; and such facts will more clearly evince the unflinching spirit with which the object of our voyage has been pursued in these detached duties than any praise of mine.

We were now, at length, all on board again. As there were some slight cases of scurvy, all our treasured resources of Burton ale, lemon juice and fresh animal food were put into requisition, so that in a short time all were restored to sound health.

During our sojourn in Port Kennedy we were twice called upon to follow a shipmate to the grave. Mr. George Brands, engineer, died of apoplexy on the 6th of November, 1858. He had been out deer shooting several hours that day, and appeared in excellent health.

On the 14th of June, 1859, Thomas Blackwell, ship's steward, died of scurvy. This man had served in two of the former searching expeditions. The summer proved a warm one; we were able to start upon our homeward voyage on the 9th of August, and although the loss of the engine-driver in 1857, and the engineer

in 1858, left us with only two stokers, yet, with their assistance, I was able to control the engines and steam the ship up to Fury Point.

For six days we lay there closely beset, when a change of wind removing the ice, our voyage was continued almost without further interruption to Godhaven in Disco, where we arrived on the 27th of August, and were received with great kindness by Mr. Orlick, Inspector of North Greenland, and the local authorities, who obligingly supplied our few wants.

The two Esquimaux dog-drivers were now discharged, and on the 1st of September we sailed for England.

From all that can be gleaned from the record paper, and the evidence afforded by the boat, and various articles of clothing and equipment discovered, it appears that the abandonment of the *Erebus* and *Terror* had been deliberately arranged, and every effort exerted during the third winter to render the traveling equipments complete.

It is much to be apprehended that disease had greatly reduced the strength of all on board, far more perhaps than they themselves were aware of.

The distance by sledge route, from the position of the ships when abandoned, to the boat is 65 geographical miles; and from the ships to Montreal Island 220 miles.

The most perfect order seems to have existed throughout.

In order to extend as much as possible the public utility of this voyage, magnetical, meteorological, and other observations, subservient to public purposes, and for which instruments were supplied through the liberality of the Royal Society, have been continually and carefully taken, and every opportunity has been embraced by the surgeon, D. Walker, M.D., of forming complete collections in all the various branches of natural history.

This report would be incomplete did I not mention the obligations I have been laid under to the companions of my voyage, both officers and men, by their zealous and unvarying support throughout.

A feeling of entire devotion to the cause, which Lady Franklin has so nobly sustained, and a firm determination to effect all that men could do, seems to have supported them through every difficulty. With less of this enthusiastic spirit, and cheerful obedience to every command, our small number—23 in all—would not have sufficed for the successful performance of so great a work.

F. L. M'CLINTOCK, Captain, R.N.,

Commanding the Final Searching Expedition.

The yacht *Fox*, R.Y.S., off the Isle of Wight, Wednesday, Sept. 21, 1859.

NAVIGATION OF THE MISSOURI.

It has been demonstrated by the enterprise of the American Fur Company that the Missouri River is navigable for steamboats to Fort Benton, a point within 60 miles of the head-water of the Columbia, and 3,120 miles from the Mississippi. The *Chippewa* left St. Louis on the 1st June and the mouth of the Yellow Stone 3d July, and arrived at Fort Benton on the 17th July, with 130 tons of freight, consisting of Indian annuities and the outfit belonging to the Fur Company. Starting on her return, on the 18th July, she was at the mouth of White River on 2d August, and arrived at St. Louis on the 19th August, having made the voyage of 6,240 miles in 80 days. Very little trouble was experienced in ascending the river above the Yellow Stone, excepting at Douphain's Rapids, over which the steamer was hauled by line. The trip has thus demonstrated the practicability of navigating the upper river, and with greater certainty since the *Chippewa* succeeded during a low stage of water. One month earlier she would have had no difficulty at the rapids before mentioned.

SOUTH CAROLINA:

HER NATURAL RESOURCES AND AGRICULTURAL PRODUCTS, BY OSCAR M. LIEBER, STATE GEOLOGIST OF SOUTH CAROLINA.

A cursory notice of those peculiar features of South Carolina, which are connected with her agricultural and mineral wealth, will scarce-

ly fail to interest even distant readers. Under this impression, I, therefore, now beg leave to present a map, prepared for the fourth annual report on the geognostic survey of South Carolina,* on which I have represented the zones of the different agricultural productions, and the localities of different minerals of value. On a smaller map on the same plate the areas of indigenous forest growth are exhibited.

Maps of this description are capable of throwing so much light upon the occupation, habits, commerce and prospects of a people, and upon the internal and external importance of a country, that it is not unnatural to express surprise at the comparatively few and meagre contributions of the kind which our confederacy has hitherto furnished. At all events this deviation from the prescribed, or a least adopted, schedule of ordinary geognostic reports is sufficiently excusable upon the grounds of the importance of the subject.

The plate thus offered scarcely demands any very extended explanation; but still a brief communication should accompany it.

In glancing over the map, the reader will very soon be struck by the fact that, crossing the State, near the centre, in a northeasterly direction, several lines appear in close proximity, and thus divide the State into two sections. These lines are:

1. The boundary of the crystalline rocks.
2. The boundary of the pine barrens.
3. The boundary of corn as a staple.

To these we might also add as closely approximating to them:

4. The lower boundary of small grain.
5. The line above which gold occurs.

It is easily conceived that the coincidence of a number of boundary lines, of such importance in their direct connection with practical pursuits, must exert very powerful influences upon the character of the inhabitants of the two regions thus separated—an influence which is observable in the occupation, habits, thoughts, standard of education and even politics of the

* Not yet published.